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## **Chapter 9. Outreach Summary**

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### **9.1 Introduction**

Throughout the US Route 1 at Marine Corps Base (MCB) Quantico study process, the project team conducted extensive outreach to stakeholders from local jurisdictions, agencies, military organizations as well as the general public. This kept the stakeholders and public up to date on the progress of the project and allowed opportunities to provide input to guide the decision making process. This chapter summarizes the outreach efforts and summarizes the comments and input received.

### **9.2 Stakeholder Involvement**

The study process was conducted in an open forum with stakeholders. In addition to multiple representatives from the Federal Highway Administration (FHWA) Eastern Federal Lands Highway Division (EFLHD), the following jurisdictions, agencies, and organizations attended stakeholder meetings and provided input throughout the process:

- Stafford County
- Prince William County
- Virginia Department of Transportation (VDOT)
- United States Army Corps of Engineers (USACE)
- MCB Quantico
- United States Department of Defense - Office of Economic Adjustment

#### **9.2.1 Stakeholder Meetings**

The following details the location and purpose of the six stakeholder meetings that were held throughout the process. Full minutes from stakeholder meetings are located in the Appendix.

##### **Stakeholder Meeting 1: July 2011 – MCB Quantico**

The first stakeholder meeting was intended as a kick-off meeting with the main purpose of discussing the study area, scope, data, and anticipated project outcomes.

##### **Stakeholder Meeting 2: September 2011 – MCB Quantico**

The second stakeholder meeting served to review the summaries of related projects, discuss technical approaches, and brainstorm potential alternative scenarios.

##### **Stakeholder Meeting 3: March 2012 – Stafford County Government Center**

The third stakeholder meeting focused on updates to related projects, review of future traffic development approach including travel demand models, and initial concept development

##### **Stakeholder Meeting 4: August 2012 – MCB Quantico**

The fourth stakeholder meeting served to review modeling methods and forecast traffic volumes. Preliminary alternatives and a proposed screening process were reviewed.

##### **Stakeholder Meeting 5: September 2012 – MCB Quantico**

The fifth stakeholder meeting served to review the traffic and transportation analysis and preliminary recommendations in preparation for the October public meeting. A six-lane concept for US Route 1 and a reconfigured concept for Russell Road were recommended by the study team.

**Stakeholder Meeting 6: March 2013 – Stafford County Government Center**

The final stakeholder meeting presented the final recommendations to the group. Opportunities for input were given and the upcoming citizen information meeting was discussed.

**9.2.2 Stakeholder Comment**

Stakeholders were offered the opportunity to comment and provide input both at stakeholder meetings and through written comments to the project team. A compilation of comments and project team responses is included in the Appendix. The following provides a summary of major comments received from the stakeholders.

**Existing Conditions**

- Extreme congestion in the corridor during peak periods due to combination of MCB Quantico operations and Interstate 95 (I-95) alternate traffic
- Russell Road interchange fails operationally
- The Russell Road and I-95 interchange has recently been signalized and Russell Road was widened to four lanes

**Future Conditions**

- Accommodate future plans for expansion and growth at:
  - Marine Corps Heritage Center and new access to US Route 1
  - US Route 1/Telegraph Road (Boswell's Corner Redevelopment Plan)
  - Quantico Corporate Center
  - MCB Quantico
- Coordinate with I-95 Express Lanes project
- Comprehensive plans note US Route 1 as six lanes in both counties
- Account for different travel patterns (commuters, local, Base related)

**Recommendations**

- Regional multi-use trails should be addressed including the Prince William County Trail and Potomac National Heritage Trail
- Examine the effects of a transit-only and/or high-occupancy vehicle (HOV) lane
- Proposed improvements to Russell Road will need to meet security standards for a military base
- All improvements constructed on MCB Quantico property will require an agreement with the US Department of the Navy
- Prince William County currently has no additional funding for this project. Funds dedicated for US Route 1 have been spent on improvements between Joplin Road and Bradys Hill Road (now complete) and the Fuller/Fuller Heights Road project. All Congestion Mitigation & Air Quality Program (CMAQ) and Regional Surface Transportation Program (RSTP) funds have been programmed from FY14-FY19 and they do not include additional funds for this section of US Route 1
- An eight-lane section south of Russell Road would not be conducive to a pedestrian-friendly environment in Boswell's Corner
- An eight-lane section south of Russell Road is not consistent with counties' comprehensive plans

### 9.3 Public Involvement

In addition to the stakeholder involvement, outreach was made to the general public in order to convey the progress of the study and to gain input on the recommendations. Many individuals live along, work near, or travel through this section of US Route 1 and their input is vital to a successful study. A full record of public involvement is provided in the Appendix.

#### 9.3.1 Public Outreach Methods

The following describe the methods that were used to notify the public about upcoming meetings and general project information:

- **Study Specific Contact List** - A contact list has been developed specifically for these studies and will be maintained and updated throughout. The list includes a diverse group of affected citizens, stakeholders, community leaders, ethnic groups, social service groups and study participants.
- **Study Website** - ([www.efl.fhwa.dot.gov/projects/us-1.aspx](http://www.efl.fhwa.dot.gov/projects/us-1.aspx)) Meeting details were posted along with meeting materials.
- **Targeted Special Outreach** - To broaden the reach and diversity of the study participants, several key organizations and groups (primarily stakeholder organizations) were communicated with and asked to assist in the notification effort by sending emails to their groups, posting information on their websites, posting information on community bulletin boards, and more. As an example, the Mayor's office for the Town of Quantico distributed 200 flyers to businesses and other key contacts.
- **Title VI** - In an effort to involve a diverse group of citizens, the team ensured that various groups were included in the outreach effort by:
  - Sending emails to social service organizations with instructions to forward the meeting notification information to their members, employees, customers and advocates.
  - Holding meetings at Americans with Disabilities Act (ADA) accessible locations.
    - Sending news releases to ethnic/specialty news media to include African American, Hispanic, Asian, and Senior interest in the area.
    - Sending email notices to African American related business and social groups for further distribution.
  - Sending email notices to Asian-related business and social groups for further distribution.
  - All notices and materials included accommodation for Spanish speakers
- **Newspaper Ad Notifications** - Newspaper ads were developed to run in local newspapers (*Stafford Sun*, *Quantico Sentry*, and *Prince William Today*) beginning two weeks in advance of the Citizen Informational Meeting (CIM).
- **E-mail Notifications** - In addition to newspaper and flyer notification distribution, email notifications were sent to approximately 350 stakeholders on the study contact mailing list.
- **Media Relations** - News releases were distributed to local and regional print and broadcast news media in advance of the public meetings.
- **Electronic Message Signs** - As a partner in this study, the Virginia Department of Transportation (VDOT) agreed to place two Electronic Message Signs (EMS) on US Route 1 near the meeting venue, displaying a message regarding the upcoming meetings.
- **Meeting Handouts** - During the meetings, the following were distributed as citizens entered:

- Survey form.
- Study business card.
- Study Fact Sheet.

### **9.3.2 Citizen Informational Meetings (CIMs)**

Three CIMs were held during the course of the study. These meetings each provided large display boards, a presentation, and opportunity for discussion. The following describes the purpose and location of the meetings.

#### **CIM 1: May 2012 – Hilldrup Moving & Storage – Stafford, VA**

The first CIM was held to inform the public about the study goals, background, schedule and objectives as well as cover existing conditions analysis. Approximately 57 individuals signed in at this meeting.

#### **CIM 2: October 2012 – Hilldrup Moving & Storage – Stafford, VA**

The second CIM was held to update the public with project progress including forecast future conditions, preliminary alternatives and analysis, and US Route 1/Russell Road interchange design concepts. Approximately 70 individuals signed in at this meeting.

#### **CIM 3: March 2013 – Hilldrup Moving & Storage – Stafford, VA**

The final CIM was held to present final recommendations to the public for US Route 1. Approximately 58 individuals signed in at this meeting.

### **9.3.3 Public Comment**

In periods following the CIMs, citizens were offered several ways to submit comments on the study. Printed survey questionnaires were available during the meetings, and online as a printable PDF. In addition, citizens were offered to send comments by mail to the team. A summary of the citizens' comments and concerns follows.

#### **Existing Conditions**

- Congestion occurs between Telegraph Road and Russell Road (AM and PM peak hours)
- Congestion associated with MCB Quantico at Joplin Road/Fuller Road (AM and PM peak hours)
- Left or right turning vehicles are blocking through lanes (lack of dedicated turning lanes)
- Congestion and inadequate transit facilities are the public's main concerns
- Speed limit through southern portion of the study area should be lowered
- Concern of congestion along the portion of US Route 1 from Garrisonville to Telegraph Road (south of study area)
- Access to businesses and residences needs to be controlled
- US Route 1 becomes congested during incidents on I-95

#### **Future Conditions and Recommendations**

- Include bike facility and improved pedestrian facilities along US Route 1 and Telegraph Road
- Concern of how the improved section will transition to the existing section north and south of the study area
- Concern of potential impacts to property owners along US Route 1, especially at Boswell's Corner
- Coordinate signal timing
- Consider adding Fredericksburg Regional Transit (FRED) bus stop at Boswell's Corner
- Fix vertical curvature of US Route 1
- Make clear the timeframe of this project and when property acquisition would occur

- Role of private developments in funding roadway improvements
- Identify the funding source (if any) for construction

## **9.4 Conclusions**

This chapter summarizes the outreach efforts to stakeholders and the general public and summarizes the comments and input received. Throughout the project process, five stakeholder meetings and three public meetings were held. Efforts were made to reach out to and collect input from a diverse group of individuals. Major themes of input from stakeholders and citizens included:

- Consistency with local and regional plans
- Concern over impact to property owners
- Reduction in existing congestion
- Accommodations for bicycles and pedestrians